



## The first words



First of all, I like to wish you and your relatives all the best for a **Wonderful Christmas and a Happy and Healthy New Year!**

As a modelcar collector I find it almost impossible to keep up with all the new miniatures, have a look in this issue and you will understand why!

I hope you will find the following news items useful, please enjoy this issue!

Ronald Ringma

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Previous issues of this newsletter are available as free downloads from my website.

## News from Group Lotus

- Coco Donato wins French design award
- Lotus Renault on the grid in 2011
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Lotus Renault GP in 2011

Read all about the news items in the press releases section of the website, please follow this link:  
<http://www.lotusdriversguide.com/Press/index.php>

### **New on the website**

You will find all recent changes and news headlines on the 'news' page of the website. On the opening page of the website you will also see the most recent items.

### **Lotus Renault GP**

Many people are talking about the "Battle of the Lotuses". Some are convinced that the right to use the Lotus name on the grid should be with Group Lotus, some are convinced it should be with Lotus Racing and others indicated to me that they will follow both teams during the season. There is no doubt that Lotus Racing has done a splendid job.

It is a fact that Colin Chapman separated his companies many years ago, but he was in control of all of them...

Anyhow, Group Lotus will be back in Formula One in 2011, the Team will be called Lotus Renault Grand Prix with Lotus being the title sponsor. But the ambitions are higher than just being a title sponsor and shareholder. CEO Dany Bahar did give some obvious hints in a recent interview with Autosport:

"Our way of doing things means that at the end of the project we would like to control it ourselves."

And also: "It's the same route – it starts somewhere and then you slowly take control. We would not be in for the long-term just to be a sponsor on the team."

With all the future plans for new cars, it seems that Group Lotus will need all its financial resources for these plans. But Dany Bahar assured that the Formula One entry will be possible: "We would not commit without backing from shareholders, banks and investors. If we didn't it would be foolish to come up with ambitious plans like this."

By the way, the new Lotus Renault GP website will be launched on 31-01-2011, and you will be able to see this website here: <http://www.lotusrenaultgp.com/>



### **Formula One**

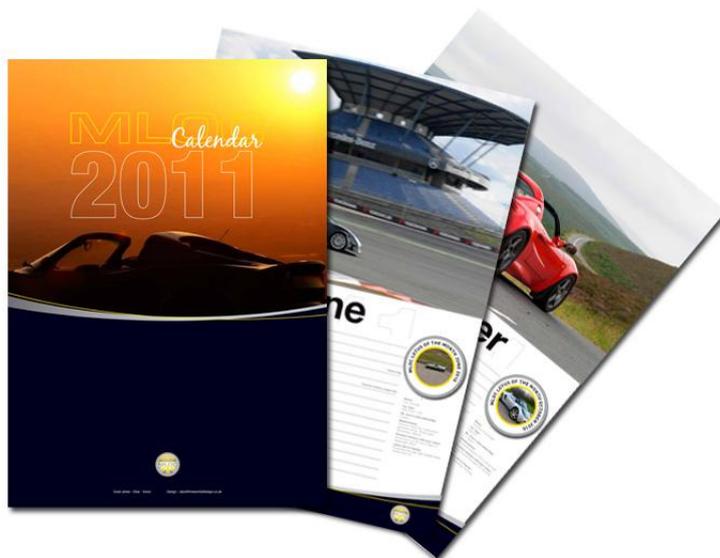
Please have a look at the "Press F1" section of the website. I will collect all the Lotus Formula One news there, and you can also find the results of recent Grand Prix weekends as well as the team and drivers standings.

For the 2011 season, for me it would be obvious to continue with the Lotus Renault GP news as this will be the 'official' Lotus Formula One team. It goes without saying that Lotus Racing did a great job but there are no links with Group Lotus anymore.

For Formula One news on the website, please see  
[http://www.lotusdriversguide.com/Press/Press\\_F1\\_Team.php](http://www.lotusdriversguide.com/Press/Press_F1_Team.php)

## Calendar

The Midland Lotus Owners Club in England has just launched a 2011 calendar:



Images of Lotus cars, of course, on this superbly produced calendar that will set you back GBP 10,00 plus postage. If you like to know more, look here:

<http://www.midlandslotus.co.uk/forum/index.php/topic/46171-2011-mloc-calendar/>

## New Lotus V8 engine for the new Esprit?

In an interview with Autocar Lotus CEO Danny Bahar revealed his plans to create a new Lotus designed V8 engine that can be used in the new Esprit. At present Lotus is investigating the possibility to have an all-new Hethel engineered V8 engine for the Esprit and also a V6 for the new Elan and other models. Bahar did also say that Lotus was triggered by the customer reaction to the new Esprit being powered by a Toyota V8. "In the mind of sports car enthusiasts, Toyota power may not be good enough," he said.

"We have done three engines for other manufacturers; why not do it ourselves?" he said. "The engine is the heart of a sports car we should do our own product."

The high investment costs of developing two new engines may lead to future cost savings through commonality of parts. The final decision will be made at the end of January 2011.

According to Lotus engineering chief Wolf Zimmerman the new generation of mid-engined Lotuses will share a common platform, brakes, suspension and electrical systems.

## New Lotus Staff members

The newest members of the Lotus Cars staff are former BMW boss Karl-Heinz Kalbfell and ex-Ferrari executive Guillaume Chabin.

Kalbfell will advise Lotus CEO Dany Bahar and provide operational support at the company's headquarters in Hethel, England.

"It's not often that you get the opportunity to work with such an iconic automotive brand at such an exciting stage of its development, and I really feel that now is the perfect time for me to contribute toward the future of Lotus," said Kalbfell.

Kalbfell worked in engineering and marketing while at BMW, where he was responsible for the early BMW M sedans. He also was vital in putting the BMW V12 into McLaren's Formula One supercar and forged the

engine-supply deal with Morgan Motor Co.

"Karl-Heinz has incredible experience from working in extremely senior positions throughout the automotive industry to bring to the table--he has proven time and time again to have the qualities necessary to succeed in a difficult and fickle industry," said Bahar. "His main role initially will be to bring together all our existing efforts across the departments and ensure that we are working effectively as a united force."

Chabin, who is the former director of Ferrari's North Europe division, will be the company's new director of sales. He was an executive at Bentley during the brand's rebirth as a high-performance, luxury marque.

"Joining Lotus was an easy decision for me to make, having previously been involved in the rebirth of an iconic British brand when I was working at Bentley," said Chabin.

### **Proton Europa?**

The Lotus Europa was never a successful seller. Therefore, it had to make place for the Evora. But the Europa may not be lost for the world! It seems that Lotus owner Proton is considering a comeback with Ptoron badges. This would create a relatively affordable sports car for the Malaysian market.



The image above shows the Proton Lekir Concept, which is a rebadged Europa. Proton was showing the new Proton Lekir at the Kuala Lumpur Malaysian manufacturer's motor show.

Look at the restyled bumpers, black trim ahead of the rear wheelarches and Proton badge. Sources in Malaysia suggest that the Lekir could be in production in the near future. The car would have a 1.6-litre turbocharged Proton engine, and make use of the Europa's platform and suspension components, plus much of its bodywork.

Memories of the Kia Elan pop up....

### **Rent your dream**

Lotus has recently announced the agreement with the car hire company Hertz Italy to supply the Lotus Evora model for the rental business in Italy. Being a Lotus fan, it is now possible to rent your dream! Would be a nice birthday present for me, hope my wife will read this....

Dany Bahar, Chief Executive Officer of Group Lotus plc, commented: "I am delighted that Lotus has renewed this agreement with Hertz and we've been given the opportunity to make our stunning world class sports car available to the luxury rental market. The iconic, lightweight mid-engined rear wheel drive configuration performs like no other and the 2+2 seated Lotus Evora is the perfect choice for those who

desire exclusive and high performance motoring. Driving an Evora during a weekend will be an unforgettable experience for any sports cars enthusiast."



Fabio Spaccasassi, General Manager of Hertz Italy, said: "We like to offer exclusive driving experience. We keep on focusing on the Hertz Fun Collection to give our customers the possibility to drive the cars they have always dreamt of driving. The Lotus Evora is one of these dream luxury cars and by including it in the Hertz's Fun Collection our customers have an opportunity to drive a real sports car. We are honoured to be able to work with Lotus in worldwide exclusivity and are delighted that Lotus has given us the chance to fulfil our customers' lifelong dream again."

### **Lotus City Car concept**

At the Paris Motorshow 2010, most of all attention went to the concept sportscars that Lotus presented. But in a corner of the stand I did see the new Lotus City Car concept. This vehicle combines the latest Lotus Engineering series hybrid drivetrain technology with Lotus Design sophistication.

The Lotus City Car concept is a showcase for Lotus Engineering's Electrical and Electronic Integration and Efficient Performance competencies. The concept car has an advanced series hybrid drivetrain in combination with the Lotus Range Extender engine and a single-speed transmission. This combination is good for low emissions, optimised performance and electric-only operating range for city use.

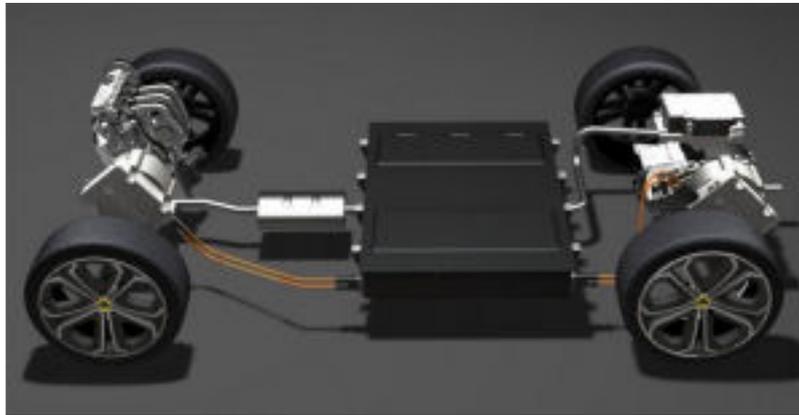


In the EV mode there is a range of 60 km, enough to cover the majority of daily journeys operating as a plug-in EV. The Range Extender engine enables the car to make longer trips. Using Range Extender technology allows the vehicle to be specified with a smaller, lighter and less expensive battery pack than a

regular EV.

The 500 km full range and quick refuelling capability of the range extended City Car concept highlight the flexibility of this technology for use beyond the city environment.

The City has a total vehicle weight of less than 1400 kg. With 240 Nm of torque instantly available, the Lotus City Car concept has an acceleration from 0 - 50 km/h in only 4.5 seconds and 0 - 100 km/h in 9 seconds, when operating as an EV under battery power. The top speed of the Lotus City Car concept is 170 km/h, with a charge sustaining top speed of 120 km/h.



#### LOTUS CITY CAR CONCEPT SPECIFICATION

Layout	3 door, 4 seater, rear wheel drive
Drivetrain	Series hybrid drivetrain
Range Extender engine	35 kW, 1.2 litre, 3 cylinder engine
Engine fuel	Flex-fuel (methanol, ethanol and petrol)
Battery Capacity	14.8 kWh
Power/Torque	162 kW peak (54 kW continuous)/ 240 Nm
0-50 km/h	4.5 seconds
0-100 km/h	9.0 seconds
Top speed	170 km/h
Range	500 km
EV range	60 km
CO2 emissions	60 g/km on the ECE-R101 cycle
Weight	Less than 1,400 kg
Transmission	Single speed transmission

#### **City Car will be introduced in October 2013**

Lotus CEO Dany Bahar: 'Our city car has been confirmed and will be launched in October 2013'

The City Car that was presented to the public in Paris has been approved and will be built in partnership Proton and a third car manufacturer. This was told by Danny Bahar in an interview with CAR magazine.

There will be three three versions: one for the Asian market, one for Europe and a sportier one.

Technical director Wolf Zimmermann confirmed his team is not working on the Lotus supermini at present, as their engineering resource focuses on the new sports cars, and especially the new 2013 Esprit.

## Model Cars

More details about the expected **Lotus Elan M100** model by **Premium X**, the following versions are planned for production:

red with closed roof, green with closed roof, yellow with open roof and black with open roof



This James Bond Esprit Is made in the Philippines from Mahogany wood and advertised as "Museum Quality". Now look carefully at the image. I did not manipulate it, they just didn't get the right shape....

The model is about 10" long, made by Scalemodel Company

New by **Spark**, the Lotus **Type 76** Formula One car as driven by Jacky Ickx during the 1974 GP of Spain. Scale 1/43, made from resin.



Also available in the shops now, this **JPS Team Lotus helicopter** made by **Spark**. High details! Scale 1/43, made from resin.



New by **Spark**, this **Lotus Evora** in red, scale 1/43, made from resin.





Announced by **Ebbro**; Lotus **Elan S2 DHC**, scale 1/43, made from resin

Announced by **Ebbro**; Lotus **Elan S2 DHC**, scale 1/43, made from resin



New from **Rêve** (Spark) is this Lotus **Type 77** model as driven by Mario Andretti while winning the 1976 GP of Japan.



Here is the latest colour for the **Elise** by **Hot Wheels**, note the new Lotus logo on the card. Diecast, scale 1/64



**Elan 26R** 1965 CCC Race by **Ebbro**, 1-43, resin

**Elan 26R** 1966 Suzuka 500km by **Ebbro**, 1/43, resin.



**Type 56**, test car Indianapolis 1968, driver Jim Clark. By **Spark**, resin, scale 1/43<sup>rd</sup>

**Spark** has announced a model of the Lotus **Elan S4 Sprint DHC** for January 2011.

### Books and videos

No news this time

### Events

If you like to have your (Club)event listed on our calendar, please let me know! There is no charge. You can find the calendar here: <http://www.lotusdriversguide.com/Events/index.php>.

### Downloads

If you have anything that you like to share with other Lotus enthusiasts and that will not get me into copyright problems, please let me know. I am happy to make it available from the website.

This newsletter is send to you because I understood that you like to receive it. If you no longer like to receive this newsletter, please send me an [email](#) and I will take you of the list.